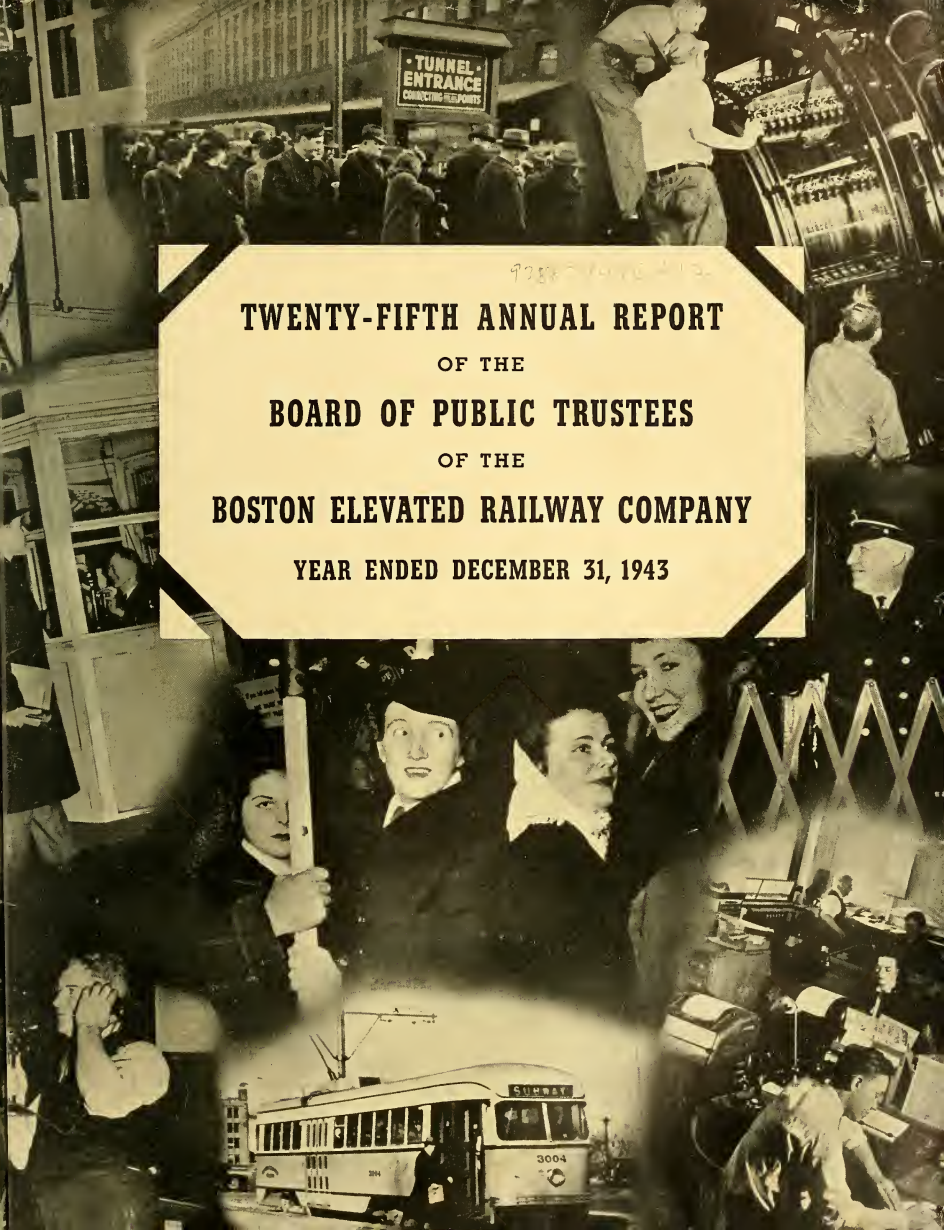


TWENTY-FIFTH ANNUAL REPORT

OF THE

BOARD OF PUBLIC TRUSTEES

OF THE

BOSTON ELEVATED RAILWAY COMPANY

YEAR ENDED DECEMBER 31, 1943



Mr. Canton; Bsu Elev Rly Jan. 15, 1946

Last year's report running times (Camb) required average 40 m.p.h. (in some cases)
e.g. p. 46 "Running Schedule" Lake Street 2.46 mi – 3'-40" = 40.2

Suggests 500' min radius (350-375 working) comfortable for Camb. Suby. curves at Harv. Elev St Yard is 1:50 approximate at "football corner" where they have to station men with hammers —

350' platform minimum (4 car)
(500) better. JB 6 car - minimum

He suggested something about 5% grade max

20' at 1/20 grade means 20×20 grade ie 400'

Camb Suby Cars	1542	feet	46 sec	
PCC Cars	540	feet	18½ sec	for full stop to full speed
Susquehanna Cars				
Waltham North – Electric Bus				15 mi off peak – 7 mi in peak

Camb 5'-406

Clifton Jan 14/46 MIT

Lex to Ruggles Tunnel existing Stas 12 mi

1½ mi peak Camb Subway. on Lex Wal Const



THE TWENTY-FIFTH

ANNUAL REPORT

OF THE

BOARD OF PUBLIC TRUSTEES

OF THE

Boston Elevated Railway Company

Year Ended December 31, 1943

The information contained herein is not given in connection with any sale, offer for sale or solicitation of an offer to buy any securities.

BOARD OF PUBLIC TRUSTEES

(Appointed by the Governor of Massachusetts pursuant to Chapter 159 of the Special Acts of 1918)

EDWARD E. WHITING, *Chairman*

ERNEST A. JOHNSON — HENRY J. SMITH, *Secretary*

WILLIAM P. JOY — PATRICK J. WELSH

OFFICERS

(Appointed by the Trustees)

EDWARD DANA
President and General Manager

JOHN H. MORAN
Executive Vice-President and Treasurer

WILLIS B. DOWNEY
General Counsel

MICHAEL H. CULLEN
General Auditor

CHARLES A. MCCARRON
General Attorney

E. L. GRIMES PRINTING CO., BOSTON, MASS.

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1943 ANNUAL REPORT

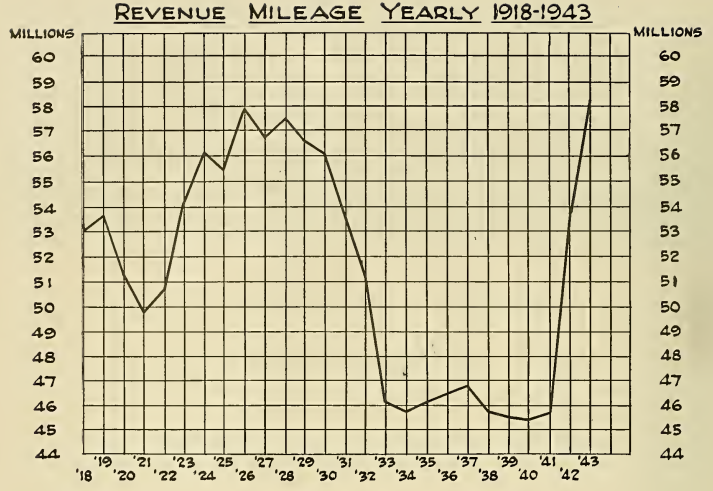
OF THE BOARD OF PUBLIC TRUSTEES OF THE BOSTON ELEVATED RAILWAY COMPANY

Foreword

During the year ended December 31, 1943 — the second full year under war conditions — the railway carried 418,203,633 passengers, a new all time high. The volume of passenger traffic in the year just ended was 47,938,392 greater than the number carried in 1942 and 37,186,295 greater than in the railway's previous high year, 1917, when 381,017,338 passengers were transported.

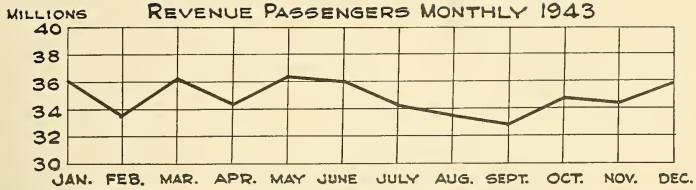
To carry this record number of passengers, the railway operated 58,240,174 miles of service in 1943, which was 4,435,712 miles greater than the mileage operated in 1942 and was the highest mileage operated in any year since the beginning of public control.

Whereas the number of revenue passengers carried in the year just ended increased by almost 13 per cent., the revenue miles operated increased by slightly more than eight per cent. The lesser rate of increase in passenger mileage operated as compared with the greater rate of increase in the number of passengers carried is a measure of the success of the railway's co-operation with the home front efforts to conserve to the utmost the labor and materials which produce public transportation facilities. A comparison of the number of passengers carried and the passenger mileage operated in 1943 with the same factors in 1926, the previous high year in the period of public control, indicates how war-time scarcities have resulted in a high degree of utilization of public transportation facilities. In that earlier year, 57,943,381 revenue miles were operated and 371,218,401 passengers were carried. In the year just ended, 46,985,232 more passengers were carried than in 1926, an increase of more than 12 and one-half per cent., whereas the increase in revenue mileage operated was only 296,793 miles, or one-half of one per cent.



Passenger riding during the last two years has followed a different pattern than in recent prior years. For two decades before 1942, riding on the railway system was characterized by a severe drop in the summer months. Such did not occur in 1942 and 1943. The chart of the number of revenue passengers carried by months in 1943, printed on the opposite page, shows relatively slight monthly variations. The greater demand for transportation arising from the war effort and from the restrictions upon the use of the private automobile resulted not only in increasing the total number of passengers carried but in distributing that volume of riding more evenly throughout the months of the year. The pattern of riding that occurred during the last two years made possible a far more efficient utilization of railway plant and facilities over a 12 month period than the pattern which the riding followed in the two decades prior to 1942.

During the last three years, the riding on the railway system increased from 294,450,628 in 1940 to 418,203,633 in 1943, an increase of 123,753,005 or of 42 per cent. The fact that the railway system has been able to absorb this large increase in riding is ample evidence that prior to the war there existed in Boston a railway plant that had been adequately maintained and one which was capable of carrying, without expansion, many more riders than were in fact being carried prior to the war. As we had occasion to observe in our annual report for 1942, the existence of a properly

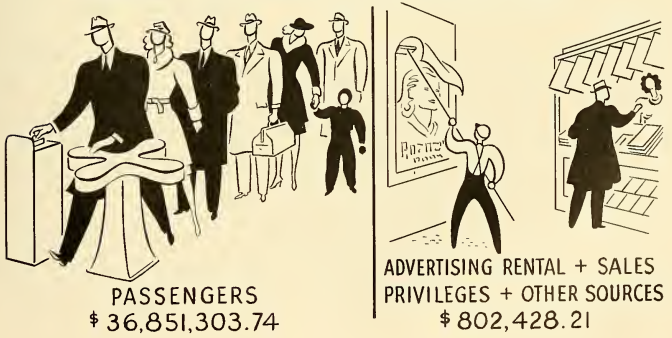


maintained railway plant has been of inestimable help in carrying out the war work here and has been of great value to the commmunity.

In 1942, the increase in riding by virtue of war-time activities and because of restrictions in the use of the private automobile restored an equilibrium between fixed charges and operating income, with the result that the operations for that year showed an excess of income over the cost of the service of $924,204.46, which amount was applied toward the restoration of the $1,000,000 reserve fund.

Conditions continued to be favorable in 1943. In that year, the revenue of the railway was $37,653,731.95, the highest in the company's history. Of this amount $36,851,303.74 was from passenger revenues and $802,428.21 from the rentals of advertising and sales privileges and from other sources.

After providing for all charges to the cost of the service for 1943, with the exceptions of Governor Square Extension rental charges, there remained a balance of $1,605,601.46. Of this amount $75,795.54 completed the restoration of the $1,000,000 reserve fund; $228,614.42 was paid to the City of Boston for the 1943



HOW OUR 1943 INCOME WAS USED

After Charges to Cost of Service.



ADDED TO RESERVE FUND

$75,795.54



PAID CITY OF BOSTON

$228,614.42



PAID COMMONWEALTH OF MASSACHUSETTS

$1,301,191.50

for cities and towns served

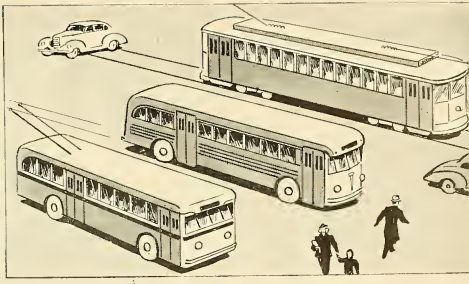
Governor Square Extension rental; $1,159,474.84 reimbursed the Commonwealth of Massachusetts for one-half of all past Governor Square Extension rentals; and $141,716.66 partially reimbursed the Commonwealth on account of past cost of service deficits. The railway has paid to the Commonwealth the total of the last two amounts, namely, $1,301,191.50, which will be distributed by the Commonwealth among the cities and towns in which the railway operates in proportion to the amounts which each of these communities has been assessed.

Since the completion of the Governor Square subway extension in 1932, the railway has not been obligated to pay rental on it because of insufficient income to restore the $1,000,000 reserve fund and to create an excess therein. Consequently, under the terms of the act authorizing its construction, one-half of the annual rental has been met by the City of Boston and the balance has been paid by the Commonwealth of Massachusetts and assessed upon all of the cities and towns served, including Boston.

The Public Control Act and the Governor Square Extension Act as amended together provide for the disposition of any excess over the cost of service charges as of December 31 in any year in the following manner:

Any excess over the cost of the service is to be applied first to the restoration of the one million dollar reserve fund, originally established for the purpose of making up cost of service deficiencies when income was insufficient to meet the cost of the service and to be restored when income was greater than the cost of the service. After the one million dollar reserve fund has been restored, any excess in the reserve fund over one million dollars is to be applied, first, to pay the current Governor Square rental; second, to reimburse the Commonwealth for the half of the Governor Square rental which it has paid in the past when the Company was not obligated to pay rental; and, third, to reimburse the Commonwealth for the cost of the service deficits paid to the Company.





The Cost of the Service

In 1943, the total cost of the service, exclusive of the Governor Square Extension rental charges, was $36,064,164.87, as compared to $31,396,768.50 in 1942, an increase of $4,667,396.37. The "cost of the service" may be divided into two main groups, the operating expenses and the fixed charges.

Operating Expenses: In 1943, operating expenses were $25,200,164.00, as compared to $21,661,419.19 in 1942, an increase of $3,538,744.81. The chief factors causing the increase were: the cost of operating 4,435,712 miles of additional transportation service; an increase in the total wage cost of $2,756,675.67, resulting principally from an increase of 590 in the average number of employees on the weekly payroll, a longer work week and higher wage rates for certain classifications of employees; and higher costs for materials, fuel and other supplies.

Fixed Charges: For 1943 the total fixed charges of the railway, exclusive of the Governor Square Extension rental charges, were $10,767,155.54 as compared to $9,644,147.67 in 1942, an increase of $1,123,007.87 for 1943, due chiefly to provision for Federal income taxes. The items of fixed charges which were materially different in 1943, as compared to 1942, were the charges for interest and taxes. The charge for subway and tunnel rentals, exclusive of the rental charges for the Governor Square Extension, and the charge for rent of leased roads were about the same. The dividend charge is a fixed amount as required by law.

The total interest charge on bonds of the railway in 1943 amounted to $3,744,980.02 as compared to an interest charge of $3,877,901.26 in 1942, a reduction of $132,921.24. This reduction was accomplished because of savings during 1943 resulting from the refinancing through the Boston Metropolitan District of $8,286,000 of Elevated bonds which matured on December 1, 1942.

During 1943, the railway accrued $2,948,781.38 for taxes, an increase of $1,253,875.93 as compared to 1942. This increase was due principally to provision for Federal income taxes.

BE AN ESSENTIAL!

JOIN THE BLUE UNIFORM FORCE



NOW you can become an operator or a conductorette or a guard on the Boston Elevated Railway — declared an Essential Industry by the War Manpower Commission.

699 of our men have left to join the Armed Forces and annual passenger traffic has increased from 370,000,000 in 1942 to an expected 430,000,000 in 1943. *We need men operators and women conductorettes for surface lines, and men and women guards for rapid transit lines.*

REMEMBER— A JOB ON THE "EL" IS A GOOD JOB ANY TIME

HERE'S WHAT YOU GET

- Good working conditions
- 2 weeks' vacation with pay
- Opportunities for overtime at time and one half
- Guaranteed 48 hour week
- Pay throughout training period
- Basic pay after 1 year for operators (1 man operation) $1.00 per hour; for conductorettes and guards, after one year 90c per hour.

HERE'S WHAT YOU MUST BE

- A U. S. citizen having good eyesight
- 21 years of age or over
- 5′ 5″ in your stocking feet — men operators
- 5′ 4″ in your stocking feet—men and women guards
- 5′ 6″ in your stocking feet — conductorettes

HERE'S HOW TO DO IT

Apply in person at the U. S. Employment Service, 9 Beacon Street, Boston, or at the "El" Employment office, Sullivan Square Station, Charlestown.

BOSTON ELEVATED RAILWAY

COPY OF ADVERTISEMENT ASKING FOR RECRUITS TO THE BLUE UNIFORM FORCE

Meeting the Challenge of War-Time Conditions

War affects the operation of a vast public transportation system in manifold ways: It creates shortages of manpower, equipment, repair parts and supplies. It forces the use of substitutes. It brings about special and heavy demands for transportation services. It results in additional work of an administrative, legal and accounting character. A statement follows of how this railway has met and is meeting the challenge of war-time shortages and demands.

Shortages of Gasoline and of Rubber

The gasoline situation, as we all know, was exceedingly acute last winter and spring. On several occasions the supply of gasoline in this area was so low that we were fearful of our ability to continue the operation of buses. Because of the shortage in gasoline supplies, the Office of Defense Transportation, on May 25, ordered a 20 per cent. reduction in bus mileage. That curtailment continued in effect until August 14, when a partial restoration was made, with complete restoration on August 16. In that interval, bus mileage was curtailed about 540,000 miles. So far this fall and winter we have not been faced with an acute shortage of gasoline.

One of the critical shortages which face the country is that of heavy duty tires such as are used on heavy trucks, buses and trackless trolleys. All of the difficulties in connection with the manufacture of a satisfactory heavy duty synthetic rubber tire have not yet been overcome. The railway has followed the tire regulations and has had the tires of its buses and trackless trolleys retreaded and these, together with the new tires which could be obtained, have kept the vehicles in service. The outlook for the coming year for heavy duty tires is not promising. In fact, in compliance with an order of the Office of Defense Transportation applicable to all companies operating buses, the railway has had on file since November 26, 1943 a plan for cutting bus mileage 10 per cent. or 20 per cent. or 30 per cent. in the event that an emergency arises in the supply of rubber tires or of gasoline or of repair parts.

Campaign to Recruit Employee Replacements

Another respect in which the railway had to meet the obstacles resulting from the war was in the replacement of manpower.

In the year just passed not only were a large number of employees called into the armed services, but a considerable number resigned, were pensioned or left for other reasons. The total number of employees who left the service was 1,438.

Because of the importance to the war effort and to the business life of the community of obtaining an adequate force of uniformed men to operate the vehicles of the railway, we have been particularly concerned with the drain upon manpower. In the three months from July to September, 1943, more persons left the blue uniform force than we were able to replace through normal channels. As a result of this condition, the railway decided to make an intensive effort to increase the flow of candidates for employment in the blue uniform force. This effort was made through the media of the Boston newspapers, of the radio and of car card and poster showings in the railway vehicles and stations. As a result of this drive for recruits, begun on October 1, 1943, the flow of candidates increased materially.



Employment of Women to Replace Men

Women are being used wherever possible to replace men. The first step in that direction was in the employment of women conductors on the two subway lines operating between Reservoir and Lake street and Lechmere station. The first group of these women was engaged on July 6, 1943. At the end of 1943 there were 23 women conductors on these two lines. We have also engaged women for work as guards on the rapid transit trains. The first of these were employed on September 15, 1943 and as of the end of that year there were 12 women guards in our employ.

For years, until April 9, 1928, we engaged only women as fare collectors at rapid transit stations. Later some men were employed but, because of the manpower shortage, on January 12, 1943, we reverted to employing only women as collectors.

Since May 26, 1943 we have engaged women in the shops as machinist helpers, electrical workers-third class, and in the storeroom. At the end of 1943, there were 26 women engaged in various kinds of shop work on the railway.

What the immediate future holds with respect to manpower replacements will depend largely upon the requirements of the armed forces. If drafting married men with children results in the withdrawal of large numbers of our men for military service, more women will have to be employed as replacements.

Replacements of Equipment

BUSES

Received	**19**
Now on Order	**76**



TRACKLESS TROLLEYS

Received	**30**



PRESIDENTS' CONFERENCE COMMITTEE CARS

Received	**12**
Now on Order	**163**



During 1943, the War Production Board approved the construction of relatively few new vehicles for the use of the transit industry.

The railway received during the year 19 new gas buses, leaving 76 on order.

During 1943, the railway received 30 new trackless trolleys which had been ordered on December 17, 1941.

The railway has had on order 175 of the Presidents' Conference Committee Cars, so-called, the modern type of streamline cars of which we have had 21 in service. Of these 175 cars, the War Production Board in 1943 authorized the construction and delivery of 150 to the Boston Elevated Railway.

None of these cars was delivered during 1943. During January, 1944, however, 12 cars were received. Of the balance, 53 cars are expected in the first three months of 1944; 35 cars are expected during the summer of 1944, and the remaining 50 are expected during the fall of 1944 or early in 1945.

Difficulties in Obtaining Repair Parts and Materials

The obtaining of repair parts for vehicles, difficult enough at the outset of 1943, became more serious as the year progressed. In order to keep the wheels turning

we have had to draw upon our inventory for a considerable number of items to a greater extent than we have been able to replenish it.

Many bus parts are particularly hard to get and some of the parts can not be ordered without a governmental certification that a vehicle is out of service for want of the part. The maintenance of vehicles in a safe operating condition has been possible only through the exercise of a high degree of ingenuity on the part of our shop forces. They have had to resort to many devices and uses of substitutes in order to keep the vehicles rolling. Some of these substitutes have a shorter life than the original materials and in the long run are not economical, but they do keep the vehicles in service.

The priority regulations affecting all transit properties which went into effect in the first quarter of 1943 have simplified to some extent the placing of orders by giving the railway quarterly grants of priority. Manufacturers' delays, however, have lengthened during the year and a longer time elapses today than was the case a year ago between the placing of an order and the receipt of the material. The delays today are due to the volume of orders held by manufacturers. On some materials the prospect for the future looks better. Copper, steel and aluminum are now being allowed by the War Production Board for uses which were denied a year ago.

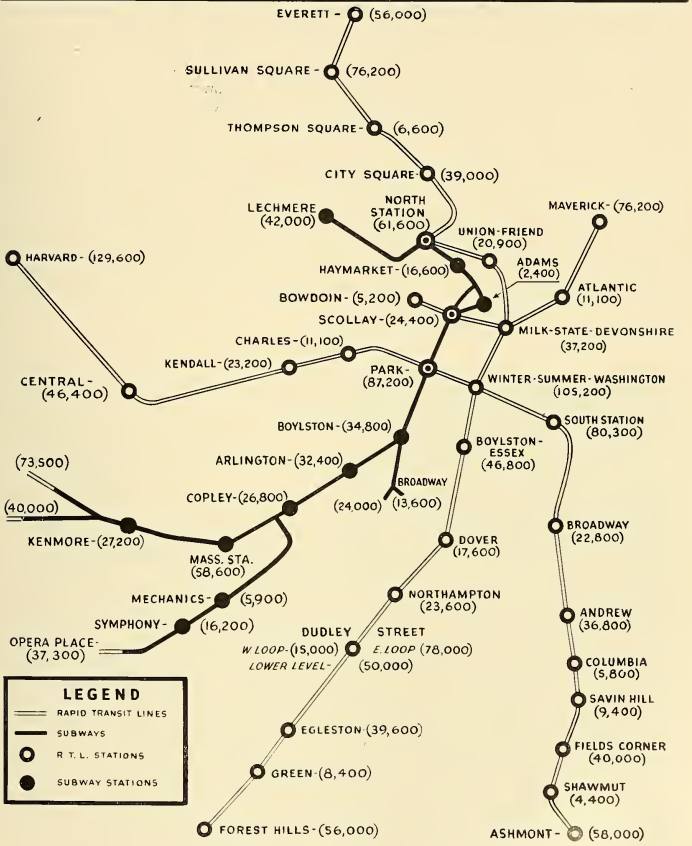
Special War-time Transportation Services

During the last two years the railway has been called upon and has been able to furnish an ever increasing amount of service to the war plants in the area. The larger plants in the area directly served are the Navy Yard; the Navy Yard Annex and Dry Dock; the Army Base; the Naval Receiving Station (Fargo Building); the Lend-Lease Wharf; Bethlehem Steel Company, Atlantic Works Yard and Simpson Yard, East Boston; George Lawley & Son Corporation, shipbuilders; the Holtzer-Cabot Electric Company; the General Electric Company, Everett, and the Watertown Arsenal. Among the larger plants indirectly served are the General Electric Company, Lynn; the Bethlehem Steel Company, Fore River Yard, Quincy; the Bethlehem-Hingham Shipyard, Inc., Hingham, and the Raytheon Manufacturing Company plants in Watertown, Newton and Waltham. There are, of course, numerous other plants engaged in war production work and located in various parts of the area served for which additional service has also been operated.



As an indication of the extent of the increase in riding to war plants, we would call attention to the fact that since 1940 the number of passengers admitted to City Square station, Charlestown, in a normal weekday has almost tripled and the number entering South Station has almost doubled.

WEEK DAY FLOW OF PASSENGER TRAFFIC
AT RAPID TRANSIT AND SUBWAY STATIONS AND AT SUBWAY ENTRANCES



The amount of service to war plants has been greatly increased. From the fall of 1940 to the fall of 1943, there has been an increase of 1,082 round trips daily on car and bus lines serving such war plants as the Navy Yard, the Watertown Arsenal, the Army Base, the Navy Yard Annex and Dry Dock, the Naval Receiving Station, the Lend-Lease Wharf, the Lawley Shipyard and the Fore River Shipyard. This increase on lines serving war plants constitutes more than 23 per cent. of the total increase during this period in the number of round trips on week days on all surface lines. During this same three-year period, the number of week day car trips on the rapid transit lines, which most war workers use in whole or in part to go to and come from their work, has been increased by 1,102, or about 44 per cent.

Since April, 1942, buses may be chartered for only such uses as have been specified by the Office of Defense Transportation. Consequently, except for an extremely limited use for special civilian purposes, the operation of chartered bus services is now confined to trips for military purposes and for the transportation of persons directly connected with the war effort. Because, however, of the increasing use of chartered services by and for the military and for the transportation of workers to war plants, the amount of chartered bus business was $93,421.90 for 1943, an increase of $32,593.80 as compared to 1942.



CHARTERED BUS SERVICE TO A WAR PLANT

War-time Laws and Regulations Affecting the Railway

Some of the war-time laws and regulations of the Federal Government have affected the operations of the railway and have created new administrative, legal and accounting duties. Among the more important of these Federal controls are:

Orders relating to the character and extent of the services which may be furnished with rubber-tired vehicles and relating to the purchase of new rolling stock and other operating equipment.

The wage and salary stabilization laws and regulations relating to the wages and salaries which may be paid to the employees of the railway.

The laws and regulations relating to Selective Service and employment stabilization and hiring controls.

Various kinds of limitation orders, such as those limiting new construction, purchase of rail and of automotive replacement parts, power generating apparatus and office equipment.

Rationing orders, such as those relating to purchase of gasoline, fuel oil and tires.

Preference rating orders governing the inventories of the railway and the purchase of maintenance, repair and operating materials and supplies.

Orders affecting prices of materials and services.

The regulations relating to the cost of transporting coal and limiting deliveries of coal.

The laws and regulations relating to taxes withheld through payroll deductions.

Conservation of Material and Supplies

We have co-operated fully with the efforts of the government to conserve materials. All material and parts removed at carhouses and garages are sent to the salvage section of the Everett shops where they are examined for possible further use either by repair and use again as the same part, or by converting the material of which they are made into another part for a different use.

Saving of Rubber and of Gasoline

Since early in the war we have conserved rubber and gasoline through the curtailment of bus service, wherever possible. In 1943, as compared to 1942, the total passenger bus and trackless trolley mileage was reduced from 15,246,953 to 14,464,981, a reduction of 781,972 miles or of slightly more than five per cent. The reduction in the total passenger bus and trackless trolley mileage resulted in a conservation of 4,691,832 tire miles and of 124,041 gallons of gasoline and of 31,131 gallons of diesel engine fuel oil.

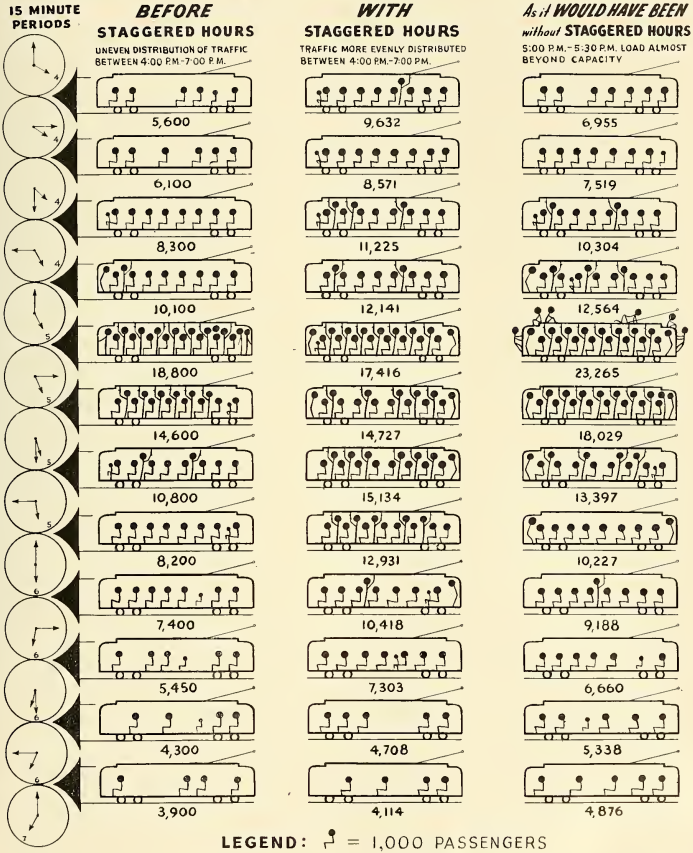
Saving of Copper

In order to save copper, a critical material, the railway in 1942 and 1943 replaced the trolley wheels on 321 cars with carbon insert trolley shoes. The purpose of the installation of carbon insert trolley shoes is to reduce the wear on existing trolley wire, thus postponing the need for replacement of long stretches of overhead trolley wire, and to reduce the number of trolley wheels required.

Saving of Scrap

The railway made available for war purposes, in the year just ended, 4,963 tons of steel, iron and copper scrap. Of this amount, 4,255 tons were made available through the disposal of worn-out materials and 708 tons through the transfer of title to abandoned street railway tracks to the cities and towns in which the rails were located.

HOW STAGGERED HOURS RELIEVED TRAFFIC CONGESTION



Staggering of Working Hours

Since October 1, 1942, there has been in effect a staggering of working hours for certain large groups of employees working in central Boston, namely, the employees in retail department stores, insurance companies and employees of the City of Boston and of the Commonwealth of Massachusetts. The plan of staggered working hours was developed by the City of Boston War Transportation Conservation Committee. The plan achieved its primary purpose of reducing the number of persons entering the downtown stations from 5:00 p.m. to 5:30 p.m. Without such a plan intolerable conditions of overcrowding would have taken place during the "peak" period. Since the staggered plan of working hours went into effect, weekday riding on the railway system has increased by about 15 per cent. A chart on page 19 shows how the "peak" riding was reduced by virtue of staggering of working hours and shows, further, what could have been expected by way of riding in the 5:00 p.m. to 5:30 p.m. "peak" period without the staggering of working hours. Better than words, this chart bespeaks the necessity of maintaining the present plan of staggered working hours.

Co-operation of the Riders

Through newspaper and car card advertising, the railway has had occasion from time to time during the past year to inform the public of conditions facing the railway and to ask particularly for co-operation on the part of the riders in avoiding the afternoon rush hour. To date the response has been gratifying. We believe that on the whole there is good public understanding of the conditions under which war-time transportation is being rendered. We wish here to thank the great body of our riders who have shown a sympathetic understanding of these conditions and who have co-operated in making less difficult the job of furnishing war-time transportation.

During the past year we have had occasion to send out to all sections served by the railway some 15,000 letters or postal cards which pointed out the large number of riders who were using the railway system during the rush hour and asked all of those who could to avoid doing so. There was a good response to this mailing and a desire to be of help was evidenced. On the opposite page are reproduced comments contained in some of the letters received by us wherein the writers praised the performance of the railway under war conditions. Some of the letters contained suggestions and criticisms which have been of assistance.

In this connection, although the "El" carried more passengers in 1943 than ever before, we are pleased to report that the total number of complaints received was the lowest in any year of the last quarter century. There was a reduction in complaints of from 920 in 1942 to 763 in 1943. The number of complaints received in 1943 also compares favorably with an average of 1,068 from 1932 to 1942, inclusive. The policy of the railway is to give careful attention to all complaints.

EXCERPTS FROM LETTERS RECEIVED IN THE DIRECT MAIL SURVEY

"In my opinion the 'El' has done an outstanding job. I use the Reservoir-Beacon street service to and from Scollay square and often postpone homeward trips till after 6 p.m. to avoid rush hour traffic. Delays have been very infrequent during the times I have had to ride in the rush hour and service has been reasonably good.

"Congratulations to the 'El' and its staff from top to bottom for the job of safety, quick transportation and courteous treatment in the face of great difficulties in getting new materials and in the shortage of manpower."

"I think the Boston Elevated system is doing a great job considering all the defense plants around Boston it has to serve and the thousands of other people it has to carry to other parts of the system."

"I would like to say we greatly appreciate the service we receive in Belmont and are doing all we can to relieve your difficult situation of wartime traffic. When in town I always leave before the crowded time to give others that are obliged to ride between five and six o'clock a chance to get a seat."

"I work nights and start work at one o'clock in the morning. I find your service on Commonwealth avenue to Lechmere square very good and hope it continues that way. There is no reason for anyone not getting to their destination at that time providing they give themselves ample time making the car line.

"I also find that your cars are much warmer now in the winter months and do hope that kind of operation continues."

"With everyone out of autos and onto the 'El' I think it's a miracle you handle the situation as well as you do. The safety with which you transported these millions of excess traffic is a marvel to me.

"Help for maintenance of equipment as well as operation being what it is, due to war shortages, makes the low rate of accidents look like wonderful management on your part."

"In my opinion the 'El' service is better now than it was before the war. I do wish to say 'thank you' for maintaining service on such a high standard under such difficulties."



Robert F. Gannon
John R. Burnett
George E. Ellard
Harry R. Buckley
John T. O'Neill
Kenneth S. Richardson
John A. McWatters
Clarence Lowrimore
William Prudente
Richard G. Blasser
James F. D. Rhoden
John L. Toomey
John J. Meade
Frank J. McGowan
John D. Mason
John A. Blunden
John F. Looby
George C. Oliver
Edwin J. Armstrong
B. George Doucette
Francis G. Kelly
Robert E. Gavin
Francis J. Kelly
Charles J. Goodell
John J. O'Leary
Gerald G. Greeley
Francis G. Healy
James F. Greeley
Francis X. Lyons
William A. Whelton

Benamin H. Altman
David H. Germain
William T. Stoughton
Thomas J. Hill
James J. Clerkin
Donald B. Doyle
John R. Wilson
James F. Colby
Vincent P. King
John M. Connolly
Everett M. Thayer
John F. Buckley, Jr.
Norman W. Knox
Robert F. Freeman
Francis F. Henderson
John J. Noone
Walter J. Walker
Richard W. Forrest
Philip A. Brine, Jr.
John A. Kelly
Paul R. Collins
Daniel M. Glynn, Jr.
Henry P. Murray
Daniel F. Crowley
Robert M. Shea
John D. Ahern
Andrew W. Wright
William F. Carr
Frederick J. Lantry
John F. O'Sullivan

Joseph F. Higgins
John F. Doherty
Ambrose D. Griffith
Joseph L. Mellhern
Thomas J. Carey
John J. Cronin, Jr.
Donald J. O'Handley
Arthur B. Brooks
Arthur H. Ordway
Allan T. Kilty
James H. Reed
Henry M. Shields
Robert P. Sisson
Walter T. Brazil
Patrick T. McCarthy
Charles R. Colley
W. Raymond Warren
Lewis M. O'Leary
William A. Fisher
John R. Norton
Edward P. Riley
Sidney H. Wilkins
Francis J. Gallagher
Martin D. Sweeney
George F. Vowles
Walter J. Berry, Jr.
Thomas B. Boyle
Edward J. English
Edward F. Wallace
James M. Fitzpatrick

Edward L. Burns
Philip B. Ashworth
William J. McGeean
Emerson S. Bassett
Francis X. Cronin
William D. Davies
Frederick E. Doherty
J. Lee Donohoe
David G. McCollum
Cornelius J. Collins
Joseph E. Casey
Abraham Hollin
Ernest G. Dick
Paul L. Dynan
Thomas F. Holland Jr.
Anthony W. Kelly
Paul E. Lane
Daniel J. Lanehan
John J. McDonough
Lester G. Miller
Lawrence M. Neylon
Thomas F. Revill
Albert V. Stanley
Thomas J. Ford
Joseph J. Walsh
John N. Costas
William J. Driscoll
Thomas J. Fleming
John Bertilny
Hugh F. Kelly

Robert W. Ryan
Thomas E. Wood
George R. Brooks
George J. Dold
C. Ralph Knight
Allan J. Browne
Daniel J. Glynn
John J. Casey
John S. Bouthier
Edward S. Monroe
Daniel F. Boyle
Frank M. Hutchins
John F. Fahland
Charles W. Fennessey
Arthur A. Egan
Philip J. Dynan
Paul S. Fitzmaurice
John R. Wolfer
John J. Mullen
William J. Owens
John E. Toomey, Jr.
Thomas Bartley
Ludvic J. Barkovich
Henry F. Bergstrom
Joseph Arkanan
Rudolph Andersson
John H. Mackenzie
Melvin G. Pearson
Robert K. Kjelen
John J. Curley

John P. Murphy
Michael Sullivan
Francis M. Curran
Bartholomew J. Kearny
Michael J. Crowley
William F. Hynes, Jr.
Charles F. Keenan
Warren F. Pixley
Joseph M. Gavin
James F. Brady
James A. Callahan
Joseph A. Deane
John J. Lombard
Michael McGillicuddy
James P. Whelan, Jr.
Philip H. Sheedley
Francis S. Burns
John B. Flanagan
James J. Battles
William J. Parkinson
James P. Fitzgerald
Harold F. Reardon, Jr.
William G. Walsh
John J. Mcpherson
Vincent P. Wright
Timothy J. Moriarty
Merton E. Evans
Thomas J. Norton
William V. Saunders
B. Paul Boyden

Daniel F. Dullea
Ralph F. Baldassare
John J. Glennon
Edward J. Flanagan
Edward P. Collins
Leo R. Goss
J. Charles Landry
James D. Thomas
George C. Whittier
John T. Bagley
Edward J. Doherty
Joseph F. Lonergan
Thomas F. McDonough
William L. Meleith
James H. Savell
William J. Carroll
John J. Glynn
John M. Herlihy
Patrick F. Moynihan
Robert J. O'Brien
Robert W. Ray
Robert J. Monroe
Leo J. Brogan
Lloyd E. Gallant
Charles T. Boyle
George F. Corbett
William J. Donnelly
William V. Cronin
John J. Mace
James E. Brown

Ralph Miller
Joseph F. MacDonald
John J. Cummings
Allan J. Dowse
Hubert G. Hirsch
Thomas F. Maguire
Peter J. Murphy, Jr.
Charles E. Sanders
Paul F. Byrne
Albert L. Anderson
Vernus Ralloran
Ernest F. Keenan
Harold Balkan
Raymond E. Hannigan
Daniel J. Harrington
Joseph O. O'Connor
Michael J. Boswell
John J. White
John E. Catherwood
Francis P. Crowley
Paul L. Barrett
Austin G. Jackson
Herbert O. Cunningham
Francis J. Fleming
John F. Fahey
Edward J. Murphy
Joseph T. Reynolds
William J. Roche
Stephen G. Johnson
Charles A. Flensingen

Thomas M. Clancy
Cornelius T. Cohane
Fernand J. Kenney
Victor F. Mooney
Thomas M. Nee
Daniel F. Shea
Walter J. Stanton
Raymond G. Mahoney
Warren J. Collins
James P. Aspro
Lawrence Prenahan
Louis S. Domings
Edward L. Smith
Michael F. Maguire
George A. Clements
John F. Dullahan
Frederick A. Mahoney
Edward L. Desmond
Thomas H. McLaughlin
Anthony C. Spina
Charles L. Wagstaff
Joseph A. McLellan
Vincent J. Beal
Thomas F. Carey
John F. Corbett
William H. Crosby
John E. Bundrahan
James V. Hegarty
John J. Ryan, Jr.
Walter D. Van Ness

Bernard J. Carter
Richard R. Rockwell
Richard G. Toomey
Charles A. Weldt
Christopher L. Gambon
George A. Upshall
James E. Coffey
Victor W. Corrsson
Joseph P. Stanley
Joseph P. Keating
Bernard L. Willson Jr.
Joseph P. Higgins
Carroll D. McCarthy
Joseph M. Dempsey
James P. Grant
Joseph R. Burke
William J. Hardiman
Henry J. Coppola
Garrett T. Barry
Joseph A. LaVoie
James P. Mullen
Arthur M. Wells
Paul J. Fleming
Lawrence M. Fleming
Thomas J. Ferdi
Joseph D. Sullivan
Frederick P. Sullivan
Harold T. McDermott
James V. Shoulder
James P. Higgins

George P. Hornbrough
Thomas F. Boyd
William R. Goudon
Joseph F. Flanagan
William E. Joyce
George M. Giattani
William F. Seaver
Patrick J. Casey
William A. Collins Jr.
Eugene J. Keefe
Joseph A. McCarthy
James E. Hurley
Martin J. Cunniff
James P. Devlin
John M. Hutchinson
Herbert J. Kelleher
Joseph J. Marrissey Jr.
Joseph A. Glynn
Vernon L. Carroll
James F. Dwyer
Dustin M. Colby
John F. Sullivan
Alfred G. Wilson
Paul F. Fearon
Leo J. Halpin
Henry L. Dowd
Joseph T. King
Daniel J. Conway
Anthony Papaleo
Herbert M. Whittier

Charles W. Redwell
John J. McCabe
Joseph M. Bager
John F. Kenny
Franklin H. Fowler
Vernon O. Seeley
Thomas Cahin
William O. Howe
Andrew J. McDonough
Thomas J. Killion, Jr.
Louis Nuzzo
Philip J. Corrigan
John T. Doherty
Joseph B. Murphy
Edward S. Assal
Patrick F. Doyle
Arthur D. Leary
Francis P. Moylon
Robert H. Tarbell
James F. Dwyer
Alfred G. Lynch Jr.
Nicholas B. Fermano
James F. Goodwin
Charles J. Gillis
Alfred S. Romeo
Joseph J. Holleran
Charles R. Stephens Jr
Joseph F. Casey
Joseph F. McDonald
Joseph G. McGrath

Martin L. Moran
Thomas F. Maloney
Robert F. Leonard
Daniel J. McInerney
Ralph J. Reavis
Francis Andruski
Edward J. Canney
William P. Glynn
Albert P. Kelley
John J. Ladell
John J. Sullivan
John J. Dorney
Thomas W. Irvine
David C. Noonan
John J. Tracey Jr.
John J. Mackay Jr.
Paul P. Martin
John T. McNichols
Oliver J. Deane
Lambert P. Anastas
Joseph P. Lynch
John Mitsock
John J. Morris
Stephen J. Sweeney
John M. Sullivan
Roland F. Dorey
Francis G. Ballon
Charles J. Foy
Patrick A. Long
John J. Magee

John L. Mahan
Joseph F. Sullivan
Ernest R. Wright
George R. Sullivan
Joseph A. Sweeney
Henry W. Barth
Thomas G. Boland
Joseph A. DeLuca
John P. Downey
Walter F. Hosford
George J. Murphy
Richard J. O'Neil
James F. Reidy
William J. Shea
Abraham S. Shubert
Robert F. Barry
Raymond J. Hennigan
John J. Bradley
Joseph Bellante
James L. Gallagher
James C. Baird
Francis O'Keefe
Martin F. O'Toole
Edward J. Brennan
Arthur G. Doubs
George F. Harrington
Lloyd M. Mulkern
Robert E. Green
James E. Chisholm
Jerry Hutchins

r Employes
ces of the United States
World War II

Thomas H Bowen
Frank M McNulty
William G Murray
Charles E Colhoun
Walter B Egan
Joseph A Keury
William F Downes
James F Connors
Cornelius J Cronin Jr
Thomas F Downey
Thomas R Gardner
George F Keegan
Patrick E Mallen
Edward E McGrath
Martin T Moore
Harold M Power
Joseph T Shea
Charles J Hayes
James P Mahon
Henry W Norton Jr
Ralph W Wallace
Anselm C McLean
Joseph F Connell
Daniel F Donovan
James P Gordon
Francis J Meerns
David J French
Herbert E Wright
Edward J Fanning
Paul E Fitzgerald

Lawrence L Sullivan
George F Baker
Daniel G Cassidy
Francis V Collins
Richard H Crunniford
Maurice G Cusack
George L Feed
John T Hegarty
James J Killeen
Charles J McCarthy
James D Riggs
James F Scott
Walter Rodnar
Donald Sing
Albert N Cox
Joseph P Hynes
Eugene J Keegan
John J Lordon
Joseph F Meyer
John J Shannon
William E L Mulvey
Charles F Rungton
Michael F Casey
Louis J Gordon
Patrick J Kane
J Arthur Gogan
Barry B Hoskinson
James I Morrissey
Andrew P Murray
William G O'Neil

Cornelius J O'Neill
Kenneth B Colman
Francis H O'Donnell
Loyd Casey
James J Horrigan
Earl E Bacon
Ralph A Colantonio
James F Dolling
Robert Frye
Frank B Grinnell
Charles F Keenan
Lawrence W O'Brien
Melbourne J Meuse
Joseph M Beaudis
Albert N Cox
Joseph M Norton
Daniel J Carroll
James P Connally
Dennis L Courtney
Francis D Donahue
Joseph C Healy
Robert B Rice
James A Shaw Jr.
Leo C Ward
Edward P Barr
John W Canty
Anthony Mastrangelo
Edward F Quinn
David N Floyd
John J Madden
William J Murphy

Gad R Bartlett
Abraham Goldberg
Joseph B Cunniboll
Alfred X Gill
Preston Jackson
William R Mahoney
Edward J Moore
William H Morris
Frank J Scannell
Francis J Sullivan
John T Leonard
John E Nittenberg
Patrick J Cavanaugh
Thomas Desmond
Bryce D Pearson
William F Burke
William A Connolly
Stephen M Gibbons
Carl L Osgood
William D Sproul
David W Raley
Ronald J MacDonald
Albert S Sarello
James G Griffin
Kenneth B Lindall
Fred F McDonald
John M Shea
John S Travers
Frank L French
Bernard M Murray

George R Reeton
Robert K Chute
James C Mawn
John Berran
Arthur L Charlton Jr
James E Cushing
Charles A Harvey
William E Sanborn
Frederick C Morgan
Paul J Murphy
William H Reardon
Clair A Chainey
John F Schofield
Thomas Cavanagh
Henry A Cunningham Jr
Joseph G Curley
Joseph S Dillis
William D Donnelly
Joseph F Flan
John J Kenney
Frank J Moynihan
Richard J Norton
Clossen F Parker
Robert J F Williams
James J Barry
John G Gernter
Robert C Marston
Daniel F O'Leary
Vincent M Fowen
Arthur F Coughlin Jr

Daniel J Cremens
Peter M Cunniff
William F Dolan
Everett J Francis
Michael J Gormley
Daniel F Nolan
Thomas M O'Brien
Carroll L Robinson
Joseph F Sheehan
John J Tierney
Thomas F Carroll
William J Freed
David J Fowers
Ralph A Chiumenti
Joseph Gallagher
William F Mc Grath
George H Connell
James P Garrity
Francis M Gordon
Patrick J Hynes
Jeremiah F Middleteddy
Robert Q Shea
Leo F Collins
Patrick J Riley
Herbert F Bryant
Thomas Cassell
Walter M Coyne
Joseph M Feldtner
Richard R Johnston
Leo M Jordan

Thomas P Kelly
John P Kennedy
William E Kerrigan Jr
John F McCarthy
Thomas E Murray
Edmund F O'Connell
Lawrence o Raymond
Robert L Remington
Dominic L Sterante
Hugh J Murphy
Albert S DiSabato
Thomas K Sibley
Anthony J Sergi
Albert G Arsanian
Patrick J Creedon Jr.
Joseph P Devlin
Charles A Horan
Robert E Hudson
Laurence M Mckeon
Francis L Neal
Joseph J O'Halleran
John S O'Hara
Francis B Walsh
Eugene A Cox
James T Welch
Albert K Cogswell
Thomas F Sullivan
Martin F Costello
Francis G Wall
Henry W Ellsworth

William B Ingraham
Joseph A Savage
William F Daly Jr.
Charles F Dungan
Daniel O Leisk Jr.
Kermit P Atkinson
William P Crowley
William F Mahoney
Francis X O'Leary
James F Harrington
Vincent J Kearney
Joseph F Keegan
Elmer E Tabor
Paul L Carey
Nicholas T Papadopulos
James R. Dobson
Joseph M F Gavin
Barbara A Powers
Edward J McAuliffe
William F McCormack
John E Haslon
Philip E Holmes
James J Lee, Jr
James L Donaldine
Francis J Leary
Thomas E McWeiner
Carl W Dahlstrom
John B Donoghue
Joseph E Eachown
Francis P Lane

David F. Arthur
Joseph D. Carleton
Thomas D Kelley
D Edward Matheson
Ernest R. Durkee
Irvine T. Hunter
John J. Holland
Joseph B McPherson
Patrick S Wallace
Peter K. Stockwell
Albert E Chamberlain
Edward L Ealt
Julius C Morrison
Joseph W Reardon
Thomas E Driscoll
Francis O Clifford
Martin J Murphy
Stanley W Shamilla
Austin C Gildea
Joseph F Hammel
George F Perry
Joseph B Leonard
Antabes J Bagosian
Joseph F Connolly
Edward P Keenan
John J Murphy
Edward E Pelaccia
Samuel J Jacobs Jr
Leslie W Carey
Fred P. Flaherty

Thomas J. Flaherty
James W Malley
Albert J Morris
John J. Murphy
John J Spellman
Thomas A Mulligan Jr
George C Rathern
William G. Hill
Christopher M Smith
Patrick J. Eagar Jr.
John J Wall
Edward S Russell
Frank A. Jesse
Frank J. Daly
Charles J. Hoff
James J Forde
Vincent T Fournier
Frederick A Grumbow
Franklyn H King
John A Mcclellan
Carroll E Mchaney
James F Mc Laughlin
Wilbur F. Shea
Edward L. Smith
David K. Gill
Douglas Hayward
Martin C Cerulko
Daniel M. Donovan
David Dunbar
Matthew A.J Farrahar

R.Victor Wade
John F. Joyce
Paul N. Burke
Ralph V. Forrester
Joseph E Hansen
Clayton E. Haskell
James R. Kavanaugh
Carl A Nelson
Edward F Spellman
John L. Gale
Frank D Abbott
John C. Burns
Harold W. Davis
Coleman Flaherty
George R. Gallagher
Edward J. Ginnerty
Thomas Higgins
Thomas F. Keane
John B. Lee
John J. McGrath
Timothy V.Sullivan
James A. Farrell
Peter W Gill
William A. Holmes
Alfred F. Landry
Michael P. McCarthy
William E Reader
Earl M. Anderson
Albert M. Barley
Thomas P.Gallaghan

Charles H. Collins
John E Walters
Harold G. Bessery
Thomas P. Curtin
Floyd S. Hennessey
Charles J Taglieca
John W. Chalmers
Albert F. Diggs
Carroll F. Montague
John W. Raleigh
Rudolph C. Tivnac
Thomas J. Walsh Jr
Charles J McCrystal
George S. Palmer
Walter F. Tomlinson
Thomas J. Lawless
John P Donovan
Joseph Tignone
Henry T Boyne
Charles F. Cain
Melvin J. Borbol
Richard W. Brennan
Arnold F Charles
Michael J. Hurley
Joseph G Searry
Phillip F. Sullivan
William H.Sullivan
Almon Turtem
John A. Tynan Jr
Joseph P. Cannon

Charles F Hudson
Anthony Pasquarilla
Peter H. Ampefer
Frederick W. Burt, Jr
Richard L. Cuozzo
Martin R. Layden
Elwin R. Marshall
Leo W. McCarron
Robert W. Marshbuch

Boston Elevated Railway

Purchases of War Savings Bonds



We are pleased to report that the employees of the railway have responded well to the requests of governmental authorities relative to the purchase of War Savings Bonds. From time to time throughout the year, educational campaigns have been carried on.

As of December 31, 1943, the number of employees who were purchasing War Savings Bonds on the payroll deduction plan was 6,502 or 92 per cent. of the entire Elevated personnel.

Since November 2, 1942, the railway has been an official issuing agent for the sale of these bonds. In June, 1943, the railway received the United States Treasury Department's certificate of award, "for its splendid record of participation in the payroll savings plan for War Bond purchases." This certificate authorizes the railway to display the "Minute Man" flag or "Minute Man" banner over the system. In the different departments and sub-divisions of the railway where the percentage of participation is 90 per cent., or better, there are 18 flags and four banners on display.

Donations to the Red Cross Blood Bank

During the year just passed we have encouraged the employees of the railway to donate of their blood to the Red Cross Blood Bank for the wounded of the war. Month by month the number of contributors grows. Some of the employees have given their blood more than once. Several have given as often as five to eight times.



Employees

INCREASE IN NUMBER ON WEEKLY PAYROLL



In 1943, the average number of employees on the weekly payroll of the Elevated was 7,102. This number compared with an average number of 6,512 in 1942. The additional number was necessary in order to operate the increased mileage and in order to perform the greater amount of shop and office work.

Three and one-half years ago the first employee left the railway to join the Army. Since then, up to the end of last year, 770 "El" employees had left to join the armed forces of the United States, including the Merchant Marine.

We are sorry to record that word has been received that two of our former employees have died while in the service and two others have been reported missing.

Seaman Donald B. Doyle, who was employed as a clerk in the Bartlett street garage in the department of rolling stock and shops, was reported missing in action when the U. S. Vincennes was sunk off the Solomons.

Lieutenant Frederick H. Mahoney, USNR, former supervisor of building maintenance, died suddenly of a heart attack on May 21, 1943, while in a Naval Hospital at Long Beach, California.

Seaman Robert Q. Shea, former operator in the transportation department, was reported missing at sea after the sinking of his ship.

First Sergeant Francis X. Lyons, former collector in the transportation department, died on January 9, 1944, from wounds received while in North Africa.

By departments of the railway, the number of men who, up to the end of 1943, were or had been on leave of absence from the railway for service in the armed forces was as follows: transportation department, 462; rolling stock and shops department, 120; maintenance department, 116; power department, 45; and general offices, 27, a total of 770.

Of the above number, 85 have been honorably discharged from the armed services, chiefly because of their age, and they have returned to work for the railway. We are glad to pay our tribute of respect to the employees of this railway who are or were in the armed services of our country and to honor them in the small way that is open to us by inserting the roll of the names of these employees within the covers of this annual report. We wish, also, to express our hopes for the well-being and safe return of those who are away from home.

Good Record of Safety in 1943

In the year just ended, the railway's record for collision accidents was slightly better than in 1941, the last year for which the American Transit Association awarded the railway a plaque for "high achievement in passenger safety." Because of the "El's" many successes in winning national awards for safety, six awards in number, the railway has been barred from further competition.

On a mileage basis, the number of collision accidents was slightly higher in 1943 than in 1942. New operators lacking experience have accidents which operators long in transportation are able to avoid. In the year just ended, 652 new men were employed as operators of surface vehicles. These men were carefully selected, thoroughly trained and their work was followed intensively in order to see that they operated in the safest possible manner.

In 1943, for the purpose of perfecting the operating practices of new men, we instituted a secondary re-instruction program to be carried out during the second six months of the operators' term of service. Under this system, small groups of from three to not more than 10 operators are brought together under instructor-inspectors who thoroughly review safety methods and operating practices. During the second six months of 1943, as compared to the first six months, there was a marked improvement in the number of collision accidents on a mileage basis.

In order to bring the causes and the prevention of accidents forcefully to the attention of the blue uniform force, we had published during the year a booklet called "Safety First" which depicted various kinds of accidents and the operating practices which would tend to prevent their occurrence. In that booklet we invited employees who felt they needed additional training in any part of their work to request such training and to submit any suggestions that would tend to reduce accidents. We believe that this booklet has been of help in obtaining the objective sought: namely, the reduction of accidents.





NEW BUSWAY AT KENMORE SQUARE

SPECIAL TROLLEY CARS TO TRANSPORT NEWSPAPERS

Two metropolitan Boston newspapers have jointly chartered special trolley cars to carry newspapers from a central point in Boston, Causeway street at Warren avenue, to distribution centers in outlying districts.

Five trolley cars are now used for this purpose from 3:00 a.m. to 6:00 a.m. on weekdays only. All start from the central point. One goes to West Roxbury, one to Mattapan and Dorchester, one to Brighton and Newton, one to Medford and the other to Cambridge. The first of these special cars started operation on May 29 and the last on July 8.

LEGAL PROCEEDINGS RELATING TO THE UNPAID DEFICITS

In November, 1942, a hearing was held before the Suffolk Superior Court on the demurrer, filed on behalf of the Boston Elevated Railway Company by authorization of the board of directors, to the information in equity brought by the Attorney General seeking a declaratory judgment interpreting the Public Control Act with reference to the authority of the public trustees to make certain charges to the cost of service and their accounting duties incidental to such charges. At the same time the Court heard arguments on the demurrer of the Commonwealth, the demurrer of the Company and the demurrer and plea in abatement of the trustees of the Company to a taxpayers' petition brought under G.L. c. 29, § 63 by George E. Richards et als against the Treasurer and Receiver General of the Commonwealth, the Boston Elevated Railway Com-

pany, the Trustees of the Company, and the Commonwealth to enjoin payment of the deficits for the 12 months ended March 31, 1941 and the nine months ended December 31, 1941. Up to the present time no decision has been rendered by the Court on any of these preliminary matters.

At the last session of the Legislature an act was passed (Ch. 566 Acts of 1943) limiting to three years the time within which petitions founded upon claims against the Commonwealth might be brought. Because the three-year period of limitation provided by this statute will shortly expire, the Trustees have deemed it necessary, in order that the rights of all the parties involved might be protected and adjudicated, to authorize the filing of such a petition for recovery of the unpaid deficits which have been certified to the Commonwealth under the terms of the Public Control Act for the 12 months ended March 31, 1941 and for the nine months ended December 31, 1941.

Conclusion

The income of the railway Company, as shown by the financial statements in this report, exceeded all charges to the cost of service for 1943, with the exceptions of the Governor Square Extension rental charges, by the sum of $1,605,601.46.

As a result of operations in 1943, as stated earlier in this report, $75,795.54 completed the restoration of the $1,000,000 reserve fund; $228,614.42 was paid to the City of Boston for the 1943 Governor Square Extension rental; $1,159,474.84 reimbursed the Commonwealth of Massachusetts for one-half of all past Governor Square Extension rentals and $141,716.66 partially reimbursed the Commonwealth on account of past cost of service deficits, — all in accordance with the terms of the Public Control Act and of the Governor Square Extension Act.

The payment of $228,614.42 for the 1943 Governor Square Extension rental relieved the City of Boston and the other cities and towns in the area served of the obligation with respect to this item which had heretofore been met by them. The payment to the Commonwealth of $1,159,474.84 for one-half of all past Governor Square Extension rentals and of $141,716.66 on account of past cost of service deficits will be distributed by the Commonwealth to the cities and towns served by the railway in proportion to the amounts which each of these communities has been assessed.

The prospects for 1944 as to the use of the railway system are unpredictable. Whether the 1943 volume of riding will be maintained is dependent upon a variety of factors, the effects of some tending to offset the effects of others. The easing of restrictions on the use of gasoline in 1943 tended to lessen the use of the railway facilities. Should these restrictions be restored in full force in 1944 because of shortages in the supply of gasoline or of rubber tires, the use of the railway facilities would increase. Should a consequential number of automobiles wear out and be laid up in 1944, this, too, would increase the use of the railway. On the other hand, the withdrawal of considerable numbers of men and women from the civilian life of this community and into the services of the United States is undoubtedly being reflected, and will continue

to be so, in the use of the railway. Should employment in war plants decrease, this would tend to reduce the use of the railway. Moreover, what the future effect of the war will be upon the use of the railway for general civilian activities is uncertain. The net effect which these various influences will have upon the use of the transportation system throughout 1944 can not be forecast. The level of riding, however, in December, 1943, was only slightly higher than that in December, 1942, and the level of riding in January, 1944, was not so high as that in January, 1943.

From all evidence available the year 1944 will see a continuation, and perhaps an accentuation, of the difficulties in obtaining suitable manpower replacements, new equipment and necessary repair parts and supplies. As to manpower replacements, if many of our married men with children are called to the armed forces there will be need for further employment of women to replace them.

In this report we wish to thank the riders who changed their hours of travel, the passengers who put up cheerfully with crowded cars and buses and all of our own employees who worked hard to keep the wheels moving. We ask for the continued co-operation of all and with it we believe we shall be able, in 1944, to furnish transportation service, where and when needed, to the limit of the railway's available capacity and within the restrictions of a war economy.

BOARD OF PUBLIC TRUSTEES,
BOSTON ELEVATED RAILWAY COMPANY

Edward Dolbury, Chairman

Henry J. Smith, Secretary

Ernest A. Johnson

William P. Joy

Patrick J. Welch

January 31, 1944

FINANCIAL STATEMENTS

AND

STATISTICS

Lybrand, Ross Bros & Montgomery
BOSTON, MASSACHUSETTS

To the Board of Public Trustees of
Boston Elevated Railway Company,
Boston, Massachusetts.

We have examined the balance sheet of Boston Elevated Railway Company as of December 31, 1943, and the accompanying income statement and statement of current surplus for the year then ended, have reviewed the system of internal control and the accounting procedures of the company and have examined or tested accounting records of the company and other supporting evidence, by methods and to the extent we deemed appropriate. In accordance with accepted audit procedure, we made an examination in detail of such portion of the transactions as we deemed appropriate and no limitation as to the scope of our examination was placed upon us by the Board of Public Trustees or officials of the company.

In our opinion, the provision for depreciation of road and equipment in the year 1943 charged to the cost of the service as shown in the accompanying schedule of operating expense accounts is fair and reasonable, but the amount accrued in the reserve for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned, appearing in the accompanying balance sheet, is inadequate.

Reference is made to note A to the financial statements regarding liability for federal income taxes at December 31, 1943. Because of the open questions we are unable to reach any opinion at this time with respect to the provision made for federal income taxes in the balance sheet or in the income statement for the year 1943.

In our opinion, subject to the comments in the preceding two paragraphs, the accompanying balance sheet and related statements of income and current surplus present fairly the position of Boston Elevated Railway Company at December 31, 1943, and the results of its operations under public control for the fiscal year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Boston, Massachusetts
January 28, 1944

Lybrand, Ross Bros, Montgomery

BALANCE

ASSETS

	December 31 1943	December 31 1942
Fixed assets:		
Road and equipment:		
Way and structures	$ 55,567,663.84	$ 55,655,881.62
Equipment	32,777,741.32	32,180,726.13
Power	15,592,540.23	15,610,685.07
General and miscellaneous	1,971,931.11	1,972,311.37
Unfinished construction	24,548.43	23,475.60
Total road and equipment	$105,934,424.93	$105,443,079.79
Miscellaneous physical property	714,078.14	754,378.14
Advances for road and equipment on leased roads Eastern Massachusetts Street Railway Co.	231,530.98	232,455.28
Total fixed assets	$106,880,034.05	$106,429,913.21
Current assets:		
Cash in banks and on hand	$ 3,650,632.53	$ 2,286,798.13
Special deposits	608,814.16	396,892.57
Miscellaneous accounts and rents receivable	128,340.42	135,062.29
Material and supplies	2,591,003.38	2,796,139.36
Other current assets	42,730.00	72,330.00
Total current assets	$ 7,021,520.49	$ 5,687,222.35
Other investments:		
United States Treasury bonds	$ 3,000,000.00	$ 1,760,000.00
United States Treasury notes	—	940,000.00
United States Treasury certificates of indebtedness	200,000.00	200,000.00
United States war savings bonds	200,000.00	100,000.00
Mortgage notes receivable	65,000.00	69,000.00
Total other investments	$ 3,465,000.00	$ 3,069,000.00
Reserve fund (under provisions of public control act):		
United States Treasury certificates of indebtedness	$ 1,000,000.00	—
Cash for payment in 1944 of liabilities of this amount shown contra	1,529,805.92	—
Total reserve fund	$ 2,529,805.92	—
Deferred charges and unadjusted debits:		
Prepaid expenses	$ 126,607.00	$ 268,720.00
Unamortized discount and expense on bonds	1,543,671.01	1,627,754.59
Other unadjusted debits	94,936.99	186,061.76
Total deferred charges and unadjusted debits	$ 1,765,215.00	$ 2,082,536.35
TOTAL ASSETS	$121,661,575.46	$117,268,671.91

For Balance Sheet notes see page 36.

SHEET

LIABILITIES

	December 31 1943	December 31 1942
Funded debt (per schedule, page 41):		
Bonds held by Boston Metropolitan District	$ 73,030,917.00	$ 73,030,917.00
Bonds held by others:		
Not due within one year	570,000.00	3,170,000.00
Due within one year	2,600,000.00	—
Total funded debt	$ 76,200,917.00	$ 76,200,917.00
Current liabilities:		
Accounts and wages payable	$ 1,150,768.46	$ 745,184.11
Accrued interest, dividends and rents payable	1,373,043.65	1,375,196.35
Accrued taxes		
Provision for federal income taxes (note A)	1,200,000.00	487,544.42
Other taxes	143,298.39	118,830.17
Unredeemed tickets	78,328.92	49,657.20
Other current liabilities	314,487.03	169,415.83
Total current liabilities, exclusive of bonds due within one year shown above	$ 4,259,926.45	$ 2,945,828.08
Reserve for depreciation of property and for obsolescence and losses in respect to property sold, destroyed or abandoned	$ 16,120,806.39	$ 14,650,477.69
Reserve for injuries and damages	$ 938,294.89	$ 938,294.89
Unadjusted credits	$ 118,403.34	$ 115,528.32
Liabilities payable from reserve fund, contra:		
For Governor Square Extension rentals	$ 1,388,089.26	—
For repayment to the Commonwealth on account of amounts heretofore paid to the Company for deficits in the cost of service	141,716.66	—
Total	$ 1,529,805.92	—
Capital stock (per schedule, page 41):		
Common stock (238,794 shares of $100.00 par value each)	$ 23,879,400.00	$ 23,879,400.00
Premium on common stock	2,707,428.13	2,707,428.13
Total common stock and premium	$ 26,586,828.13	$ 26,586,828.13
Profit and loss and surplus accounts:		
Deficit prior to July 1, 1918	$ 12,127.83*	$ 12,127.83*
Deficit year ended June 30, 1931	1,969,473.12*	1,969,473.12*
Cost of service deficit (note B):		
Year ended March 31, 1941	2,341,167.29*	2,341,167.29*
Nine months ended December 31, 1941	1,311,406.44*	1,311,406.44*
Current surplus—Excess of income over the cost of the service since December 31, 1941 less payments therefrom, per accompanying statement	1,000,000.00	924,204.46
Surplus arising from consolidation with West End Street Railway Co. June 10, 1922 and reorganization July 1, 1931	540,768.02	540,768.02
Total profit and loss and surplus accounts (debit)	$ 4,093,406.66*	$ 4,169,202.20*
TOTAL LIABILITIES	$121,661,575.46	$117,268,671.91

* Denotes debit balance.

NOTES TO BALANCE SHEET AND TO INCOME STATEMENT

Note A—Federal Income Taxes:

The Trustees have been advised by legal counsel that the company's liability at December 31, 1943 for federal income taxes for the years 1939 to 1943 inclusive has not been finally determined by the Treasury and cannot be stated with certainty at this time because of unsettled questions which may affect materially the amount of income subject to taxation in the different years. A reserve of $1,200,000 has been set up against such federal tax liability and charged to the cost of service in 1943.

Note B—Advances by the Commonwealth under Public Control Act:

Amounts advanced by the Commonwealth of Massachusetts to the Boston Elevated Railway Company for deficits in the cost of service (July 1, 1931 to March 31, 1940), less amount repayable to the Commonwealth out of income of the year 1943, totaled $18,462,661.63 December 31, 1943. The company will be obligated to make repayments to the Commonwealth on account of this sum when, as of December 31 in any year, the amount in the Reserve Fund over $1,000,000 is more than sufficient to pay rentals on the Governor Square Extension of the Boylston Street subway.

Proceedings instituted by the Attorney General under authority of Legislative Resolve in 1941 for the purpose of determining the propriety of the method used by the Trustees in determining deficits under terms of the Public Control Act are still pending. In the meantime, payment to the company of the amounts of the deficits certified to the Commonwealth by the Trustees for the twelve months ended March 31, 1941 and for the nine months ended December 31, 1941 in the amounts of $2,341,167.29 and $1,311,406.44, respectively, has been withheld by the Commonwealth.

STATEMENT OF CURRENT SURPLUS

Year Ended December 31, 1943

Balance January 1, 1943		$ 924,204.46
Operating profit for year per accompanying income statement	$1,589,567.08	
Net credits direct to surplus	16,034.38	1,605,601.46
		$2,529,805.92
Deductions:		
Amount payable to City of Boston for Governor Sq. Extension rental for year 1943 in accordance with Chapter 341, Acts of 1925, as amended	$ 228,614.42	
Amount payable to Commonwealth of Massachusetts for one-half of past Governor Sq. Extension rentals (1933-1942) in accordance with Chapter 341, Acts of 1925, as amended	1,159,474.84	
Amount payable to Commonwealth of Massachusetts from Reserve Fund December 31, 1943 in partial reimbursement of amounts heretofore paid to the Company for deficits in the cost of service under the provisions of the Public Control Act, as amended	141,716.66	1,529,805.92
Balance December 31, 1943		$1,000,000.00

INCOME STATEMENT FOR YEAR ENDED DECEMBER 31, 1943

Operating Revenue:		
Passenger revenue	$36,750,503.84	
Special car and special bus revenue	100,799.90	
Express revenue	14,080.00	
Total revenue from transportation		$36,865,383.74
Station and car privileges	$ 634,873.38	
Rent of buildings and other property	63,584.92	
Power sales	10,383.62	
Other operating revenue	554.89	
Total revenue from other operations		709,396.81
Total operating revenue		$37,574,780.55
Operating Expenses:		
Way and structures	$ 3,699,538.41	
Equipment	3,739,468.94	
Power	2,468,369.55	
Conducting transportation	12,014,471.49	
Traffic	43,143.00	
General and miscellaneous	3,252,858.98	
Transportation for investment (Credit)	(17,686.37)	
Total operating expenses (Incl. depreciation $1,900,966.42)		25,200,164.00
Operating income before taxes		$12,374,616.55
Taxes Assignable to Operations:		
Provision for federal income taxes (note A)	$ 1,216,652.47	
Other taxes	1,732,128.91	
Total		2,948,781.38
Operating income		$ 9,425,835.17
Non-Operating Income		78,951.40
Gross income		$ 9,504,786.57
Deductions from Gross Income:		
Interest on funded debt	$ 3,745,393.88	
Amortization of discount on funded debt	84,083.58	
Subway and rapid transit line rental (exclusive of Governor Square Extension rentals charged direct to current surplus per accompanying statement)	2,833,042.00	
Dividends (required by law)	1,193,970.00	
Rent for leased roads	45,968.28	
Other deductions	12,761.75	
Total deductions from gross income		7,915,219.49
Operating Profit for the Year		$ 1,589,567.08

For note to Income Statement, see page 36

OPERATING EXPENSE ACCOUNTS

	Years Ended December 31	
	1943	1942
Way and Structures:		
Superintendence of way and structures	$ 351,000.32	$ 313,834.70
Maintenance of track and roadway	1,439,544.50	1,054,261.22
Removal of snow and ice	270,472.20	162,877.72
Tunnels and subways	38,003.50	27,489.61
Elevated structures and foundations	80,378.93	67,979.19
Bridges, trestles and culverts	17,677.42	8,711.11
Crossings, fences and signs	9,070.99	13,384.75
Signals and interlocking apparatus	40,982.72	27,934.92
Telephone and telegraph lines	8,377.27	4,588.58
Other miscellaneous way expenses	72,051.89	66,785.80
Maintenance of electric line equipment	255,340.37	213,853.29
Maintenance of buildings, fixtures and grounds	524,438.30	411,656.00
Depreciation of way and structures	592,200.00	748,800.00
Total Way and Structures	$ 3,699,538.41	$ 3,122,156.89
Equipment:		
Superintendence of equipment	$ 121,264.64	$ 113,018.57
Maintenance of revenue equipment	1,521,147.17	1,234,182.27
Maintenance of rail service equipment	28,960.06	16,669.41
Elec. equip. maint. of revenue equipment	541,756.32	369,936.44
Shop equipment	52,700.63	41,502.32
Shop expenses	361,392.90	301,262.77
Miscellaneous equip. (autos, trucks and tractors)	68,080.80	53,526.59
Depreciation of equipment	403,200.00	546,000.00
Depreciation of buses and trackless trolleys	640,966.42	624,464.26
Total Equipment	$ 3,739,468.94	$ 3,300,562.63
Power:		
Superintendence of power	$ 107,059.38	$ 96,343.26
Maintenance of power plant bldgs. and equipment	200,975.14	165,403.16
Depreciation of power plant bldgs. and equipment	264,600.00	265,200.00
Operation of power plants	1,505,449.89	1,227,889.91
Gasoline and fuel oil for buses	390,285.14	390,266.32
Total Power	$ 2,468,369.55	$ 2,145,102.65

OPERATING EXPENSE ACCOUNTS *(Concluded)*

	Years Ended December 31	
	1943	1942
Conducting Transportation:		
Superintendence of transportation	$ 1,581,737.03	$ 1,341,618.02
Pass. car, trainmen and bus operators	7,232,793.25	6,164,487.41
News car service	3,229.51	—
Misc. car and bus service employees	215,061.66	185,360.40
Misc. car and bus service expenses	143,356.21	118,185.11
Station employees	889,812.24	775,090.10
Station expenses	252,166.67	227,537.17
Car house and bus garage employees	1,019,328.94	901,233.46
Car house and bus garage expenses	125,904.35	113,639.22
Operation of signal and interlocking apparatus	272,390.06	248,203.16
Operation of telephone and telegraph lines	22,301.24	16,038.94
Other transportation expenses	256,390.33	218,268.26
Total Conducting Transportation	$12,014,471.49	$10,309,661.25
Traffic	$ 43,143.00	$ 51,588.08
General and Miscellaneous:		
Salaries and expenses of general officers	$ 102,890.82	$ 93,816.38
Salaries and expenses of general office clerks	564,800.91	476,689.33
General office supplies and expenses	100,800.44	90,230.55
Law expenses	53,010.75	50,453.40
Pensions and gratuities	242,815.01	235,140.52
Miscellaneous general expenses	147,775.82	111,807.08
Injuries and damages	1,105,503.84	987,895.30
Insurance	314,976.14	207,427.23
Stationery and printing	110,687.99	99,801.39
Store expenses	332,027.79	264,247.12
Garage expenses (excl. bus garages)	134,269.01	105,770.25
Rent of equipment	43,300.46	21,091.96
Total General and Miscellaneous	$ 3,252,858.98	$ 2,744,370.51
Transportation for Investment	$ *17,686.37*†	$ *12,022.82*†
Total Operating Expenses	$25,200,164.00	$21,661,419.19

† Credit

INVESTMENTS IN ROAD OWNED AND LEASED DECEMBER 31, 1943

Boston Elevated Railway Company:		
Road and equipment	$105,934,424.93	
Miscellaneous physical property	714,078.14	
West Roxbury Lines (E. Mass. St. Ry. Co.)..	231,530.98	
Total Boston Elevated Railway Company investment		$106,880,034.05
Leased Lines:		
Hyde Park Transportation District (City of Boston)	$ 245,931.51	
Eastern Mass. St. Ry. Co. (part leased)		
West Roxbury Lines $672,847.44		
Middlesex Fells Line 29,546.01		
Total Eastern Mass. St. Ry. Co.....	702,393.45	
Total Leased Lines		948,324.96
City of Boston Investment:		
Boylston Subway	$ 11,554,573.25	
Cambridge Connection	1,705,621.69	
Dorchester Tunnel	12,301,891.00	
Dorchester Rapid Transit Extension	11,139,783.63	
East Boston Tunnel	7,324,194.49	
East Boston Tunnel Extension	2,352,352.24	
Huntington Avenue Subway	2,252,196.53	
Tremont Subway	4,675,090.45	
Washington Tunnel	7,984,407.37	
Total City of Boston Investment		61,290,110.65
Commonwealth of Massachusetts Investment:		
Cambridge Subway	$ 8,226,759.52	
Total Commonwealth of Massachusetts Investment		8,226,759.52
Total Investment in Road Owned and Leased		$177,345,229.18

CAPITAL OUTSTANDING, DECEMBER 31, 1943

Outstanding Common Stock

No. Shares Outstanding	Par Value Shares Outstanding	Net Premium	Amount Realized	5% Yearly Dividend	Dividends Payable
5,000	$ 500,000.00	—	$ 500,000.00		
95,000	9,500,000.00	—	9,500,000.00		
33,000	3,300,000.00	$1,815,000.00	5,115,000.00		
66,500	6,650,000.00	695,958.13	7,345,958.13		
39,294	3,929,400.00	196,470.00	4,125,870.00		
238,794	$23,879,400.00	$2,707,428.13	$26,586,828.13	$1,193,970.00	Jan. 1 Apr. 1 July 1 Oct. 1

Outstanding Funded Debt

Par Value	Rate	Maturity	Amount Realized	Yearly Interest	Co.
$ 2,600,000.00	5 %	Mar. 1, 1944	$ 2,712,832.07	$ 130,000.00	W.E.
570,000.00	7 %	Sept. 1, 1947	570,399.00	39,900.00	W.E.
§ 1,581,000.00	4½%	Aug. 1, 1949	1,503,309.66	71,145.00	B. E.
§ 6,309,000.00	5 %	Jan. 1, 1960	6,169,571.10	315,450.00	B. E.
§ 8,500,000.00	5 %	Mar. 1, 1960	8,569,615.00	425,000.00	B. E.
§ 7,711,000.00	4½%	Dec. 15, 1960	7,524,779.35	346,995.00	B. E.
§ 3,815,000.00	4½%	June 1, 1961	3,778,757.50	171,675.00	B. E.
§ 2,098,000.00	4¼%	Jan. 1, 1962	2,084,404.96	89,165.00	B. E.
§ 4,800,000.00	4¾%	Oct. 1, 1962	4,699,579.20	228,000.00	B. E.
§ 5,000,000.00	3¼%	Nov. 1, 1966	4,875,500.00	162,500.00	B. E.
§ 8,286,000.00	3¼%	Oct. 15, 1967	7,729,843.68	269,295.00	B. E.
§ 1,500,000.00	6 %	* * *	1,500,000.00	90,000.00	B. E.
§23,430,917.00	6 %	* * *	23,430,917.00	1,405,855.02	B. E.
$76,200,917.00			$75,149,508.52	$3,744,980.02	

§ Held by Boston Metropolitan District. (Total $73,030,917.00—95.8% of total bonds outstanding.)

BASIC DATA FOR PERIOD OF PUBLIC CONTROL—CALENDAR YEARS

Year Ended Dec. 31	Revenue Passengers	Revenue Miles	Receipts	Operating Expenses	Fixed Charges	Miscellaneous Deductions	Result of Operations (excluding Profit and Loss Items)	Average Receipts Per Rev. Pass. (Cents)	Oper. Exp. Per Rev. Pass. (Cents)	Fixed Charges Per Rev. Pass. (Cents)	Average Fare Per Fare Pass. ‡ (Cents)
1919	324,758,685	53,721,249	$29,498,582.82	$23,700,339.41	$7,873,683.38	$306,659.91	$2,382,099.88*	9.08c	7.30c	2.42c	8.86c
1920	335,526,561	51,359,855	34,031,636.44	25,769,122.11	8,342,668.69	267,012.88	347,167.24*	10.14	7.68	2.48	9.87.
1921	337,252,080	49,804,625	33,277,025.53	22,843,056.99	9,006,357.65	256,166.02	1,171,444.87	9.87	6.77	2.67	9.56
1922	356,593,942	50,707,740	32,699,176.37	22,088,458.75	9,073,591.28	124,937.26	1,412,189.08	9.17	6.19	2.54	8.93
1923	382,149,697	54,156,064	34,096,813.26	24,130,253.41	9,189,868.68	97,059.61	679,631.56	8.92	6.31	2.40	8.71
1924	382,888,848	56,091,347	34,175,319.61	25,222,133.56	9,355,944.91	233,937.54	636,696.40*	8.93	6.59	2.44	8.73
1925	365,036,286	55,558,126	34,547,379.61	24,405,735.57	9,462,371.51	177,078.68	502,193.85	9.46	6.69	2.59	9.25
1926	371,218,401	57,943,381	35,481,313.38	26,076,268.11	9,713,154.75	174,639.64	482,749.12*	9.56	7.02	2.61	9.26
1927	366,938,908	56,834,029	35,193,410.03	25,132,332.81	9,705,521.39	132,740.34	222,815.49	9.59	6.85	2.64	9.26
1928	362,005,033	57,481,292	34,843,147.51	24,900,188.69	9,719,134.04	183,773.76	40,051.02	9.63	6.88	2.68	9.28
1929	354,214,990	56,684,985	34,096,623.03	24,024,747.23	9,871,709.99	106,093.17	94,072.64	9.63	6.78	2.78	9.28
1930	342,694,905	56,061,843	32,510,721.17	23,527,974.68	10,048,505.49	68,879.81	1,134,638.81*	9.49	6.87	2.93	9.16
1931	324,788,577	53,553,889	29,855,107.30	22,250,748.25	9,428,547.27	80,757.13	1,904,945.35*	9.19	6.85	2.90	8.87
1932	291,753,825	51,195,761	26,428,493.63	19,542,428.16	9,322,878.62	132,632.30	2,569,445.45*	9.06	6.70	3.19	8.79
1933	267,845,429	46,141,119	24,154,373.09	16,829,647.05	9,461,842.77	110,813.53	2,247,930.26*	9.02	6.28	3.53	8.76
1934	277,034,175	45,822,648	24,818,625.48	16,895,090.49	9,310,234.87	77,789.87	1,464,489.75*	8.96	6.10	3.36	8.72
1935	280,402,526	46,033,344	24,926,426.46	17,665,412.59	9,387,071.91	103,193.19	2,229,251.23*	8.89	6.30	3.35	8.67
1936	296,180,666	46,492,077	26,096,155.47	18,410,341.99	9,488,166.08	95,116.41	1,897,469.01*	8.81	6.22	3.20	8.59
1937	296,397,493	46,796,328	25,939,777.15	18,710;803.85	9,670,191.13	84,806.36	2,526,024.19*	8.75	6.31	3.26	8.54
1938	291,175,017	45,799,029	25,383,333.23	18,799,286.39	9,641,109.24	83,623.54	3,140,685.94*	8.72	6.46	3.31	8.49
1939	295,123,077	45,555,636	25,710,948.40	18,716,005.94	9,649,979.64	89,252.96	2,744,290.14*	8.71	6.34	3.27	8.50
1940	294,450,628	45,433,001	26,443,297.95	19,285,456.91	9,678,130.76	81,384.99	2,601,674.71*	8.98	6.55	3.29	8.76
1941	306,815,525	45,703,597	27,593,514.81	19,387,362.15	9,715,546.34	84,363.28	1,593,756.96*	8.99	6.32	3.17	8.80
1942	370,265,241	53,804,462	33,252,621.50	21,661,419.19	9,644,147.67	91,201.64	1,855,853.00	8.98	5.85	2.60	8.80
1943	418,203,633	58,240,174	37,653,731.95	25,200,164.00	10,767,155.54	96,845.33	1,589,567.08	9.00	6.02	2.57	8.80

* Denotes excess cost of service over receipts.

‡ Excluding Special Car and Special Bus service.

COMPARATIVE STATISTICS

Passenger and Traffic Statistics:	Years Ending December 31 1943	1942
Total receipts per revenue passenger	9.00c	8.98c
Cost of service per revenue passenger	8.62c	8.48c
Profit per revenue passenger	0.38c	0.50c
Passenger revenue	$36,851,303.74	$32,608,834.56
Round trips operated	7,223,878	6,815,436
Average fare per fare passenger	8.80c	8.80c
% of 5c fares to total rev. passengers	23.94%	23.87%
Revenue passengers per mile operated	7.18	6.88
Revenue Passengers:		
10c Fares	317,097,596	281,105,337
5c Fares	94,666,682	82,659,201
5c Pupils' tickets	5,468,572	5,714,184
Special car and special bus	704,278	610,302
6½c Joint fares	148,401	145,251
12 Ride commutation tickets	118,104	30,966
Total Revenue Passengers	418,203,633	370,265,241
Revenue Miles:		
Surface cars	26,855,393	23,922,237
Rapid transit cars	16,904,932	14,635,272
Buses	10,952,964	11,978,642
Trackless trolleys	3,512,017	3,268,311
Newspaper cars	14,868	—
Total Revenue Miles	58,240,174	53,804,462
Revenue Hours:		
Surface cars	2,913,278	2,577,351
Buses	1,215,837	1,340,099
Rapid transit cars	1,122,841	974,041
Trackless trolleys	375,069	349,125
Newspaper cars	1,485	—
Total Revenue Hours	5,628,510	5,240,616
Power Statistics:		
Tons of coal burned	163,075	138,983
Pounds of coal per D. C. kilowatt hour	1.400	1.344
Average price of coal per long ton (at boilers)	$6.47	$6.01
Net cost of power for car service per kilowatt hour (cents)	0.831	0.803
Net cost of power per total car mile (cents)	4.323	4.120
Direct current annual output (kilowatt hours)	261,007,415	231,622,125

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